

CLAIMS

1. Power train for a mobile vehicle having one internal combustion engine (1) which drives a reduction gear (4) via a hydrodynamic torque converter (3), there being situated between said internal combustion engine (1) and said hydrodynamic torque converter (3) one primary clutch (2) with one power take off (6) which communicates with said internal combustion engine (1) and drives one consumer (7), characterized in that said torque converter (3) is designed so that said internal combustion engine (1), when said consumer (7) is under full load and not activated and the vehicle is stationary, the so-called stall point, be operated close to its maximum torque.

2. Power train according to claim 1, characterized in that, when said consumer (7) is activated, said primary clutch (2) is actuated in opening direction until said internal combustion engine (1) under full load does not drop below its maximum torque.

3. Power train according to claim 1, characterized in that, when said consumer (7) is activated, said primary clutch (2) is actuated in opening direction until said internal combustion engine (1) assumes rotational speed.

4. Power train according to claim 1, characterized in that said internal combustion engine (1) has a smooth torque build-up.

5. Power train according to claim 1, characterized in that said torque converter has great torque absorption.

6. Power train according to claim 1, characterized in that when said consumer (7) is activated and said service brake actuated, said primary clutch (2) is actuated entirely in opening direction.

7. Method for actuating a primary clutch (2) in a power train for a mobile vehicle having one internal combustion engine (1) which drives a reduction gear (4) via a hydrodynamic torque converter (3), there being situated between said prime mover (1) and said torque converter (3) the primary clutch (2) with a power take off (6) which communicates with said prime mover (1) and drives a consumer (7), characterized in that said torque converter (3) is designed so that

said internal combustion engine (1) under full load and not activated consumer (7) and stationary vehicle, the so-called stall point, is operated close to its maximum torque and said primary clutch (2), when said consumer (7) is actuated, is actuated in opening direction until said internal combustion engine (1) does not drop below its maximum necessary torque.

8. Method for actuating a primary clutch (2) in a power train for a mobile vehicle having one internal combustion engine (1) which drives a reduction gear (4) via a torque converter (3), said primary clutch (2) being located between said prime mover (1) and said torque converter (3) having a power take off (6) which communicates with said prime mover (1) and drives one consumer (7), characterized in that said torque converter (3) is designed so that said internal combustion engine (1), when under load and not activated consumer (7) and stationary vehicle, the so-called stall point, is operated close to its maximum torque and said primary clutch (2), when said consumer (7) is actuated in opening direction, is actuated until said power take off (6) assumes a defined rotational speed.

9. Power train according to claim 1, characterized in that said primary clutch (2) is actuated when a service brake is actuated in opening direction.

10. Power train according to claim 2, characterized in that in case of slipping primary clutch (2) a great reduction is engaged in the reduction gear (4).